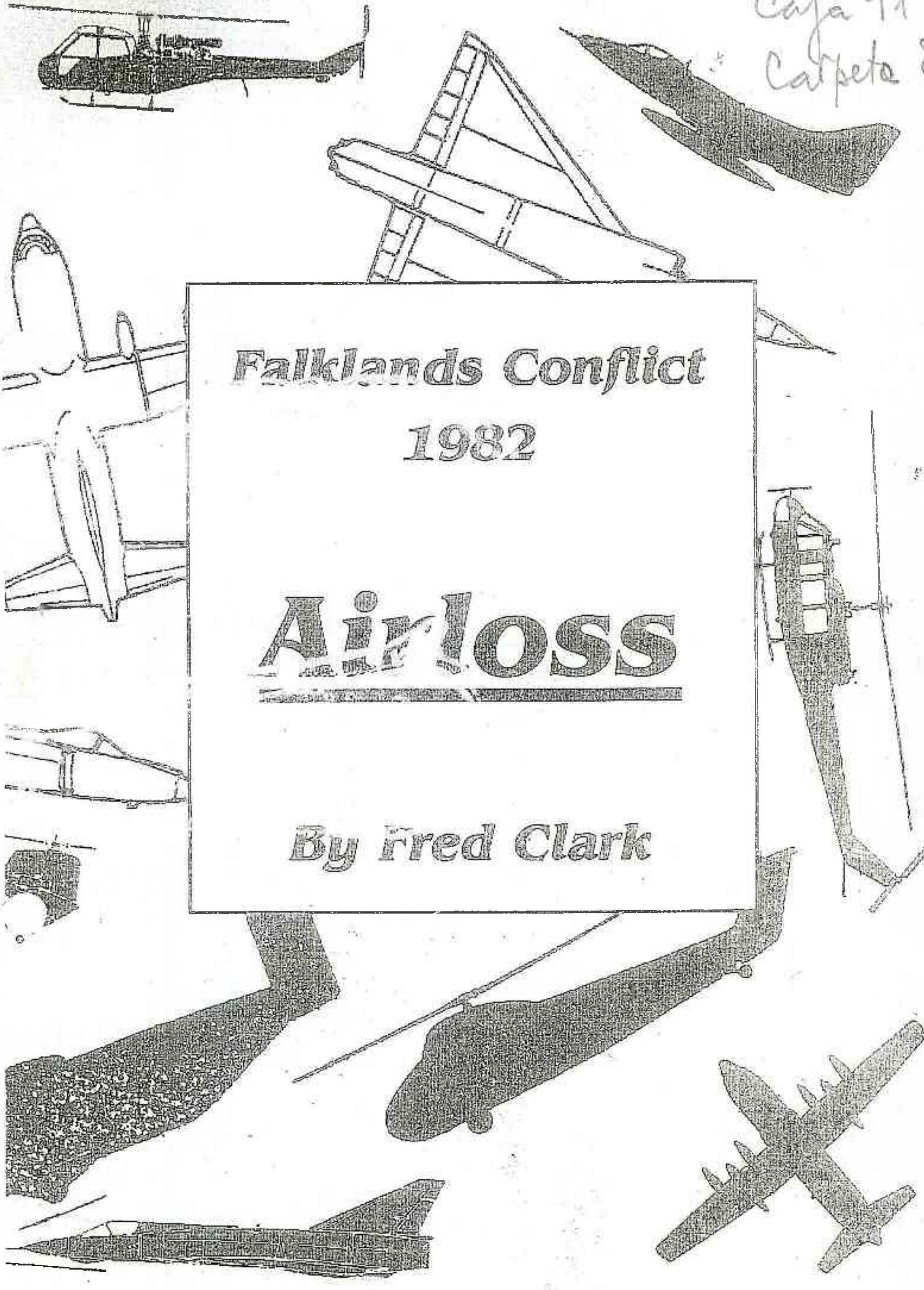


Falklands Conflict 1982

Airloss

By Fred Clark

VALENTÍN ALBERTO ESPINOSA
COMISARIO GENERAL
POLICÍA FEDERAL ARGENTINA

¡Cordialmente!

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USEFUL INFORMATION

Rank Equivalents

Comodoro	Fuerza Aerae	Group Captain	RAF
Vicecomodoro	" "	Wing Commander	"
Mayor	" "	Squadron Leader	"
Mayor	Ejercito	Major	Army
Primer Teniente	"	Lieutenant	"
Primer Teniente	Fuerza Aerea	Flight Lieutenant	RAF
Teniente	" "	Flying Officer	"

Typical performance figures for different aircraft used in combat

Skyhawk A-4	Bomber	680mph	49000ft	900 miles
Pucara	Ground Attack	323mph	27000ft	250 miles
Etendard	Carrier based attack	745 mph	45000ft	1245 miles
Mirage III	Interceptor	865mph	55800ft	755 miles
Harrier	Ground Attack	596mph	55000ft	830 miles

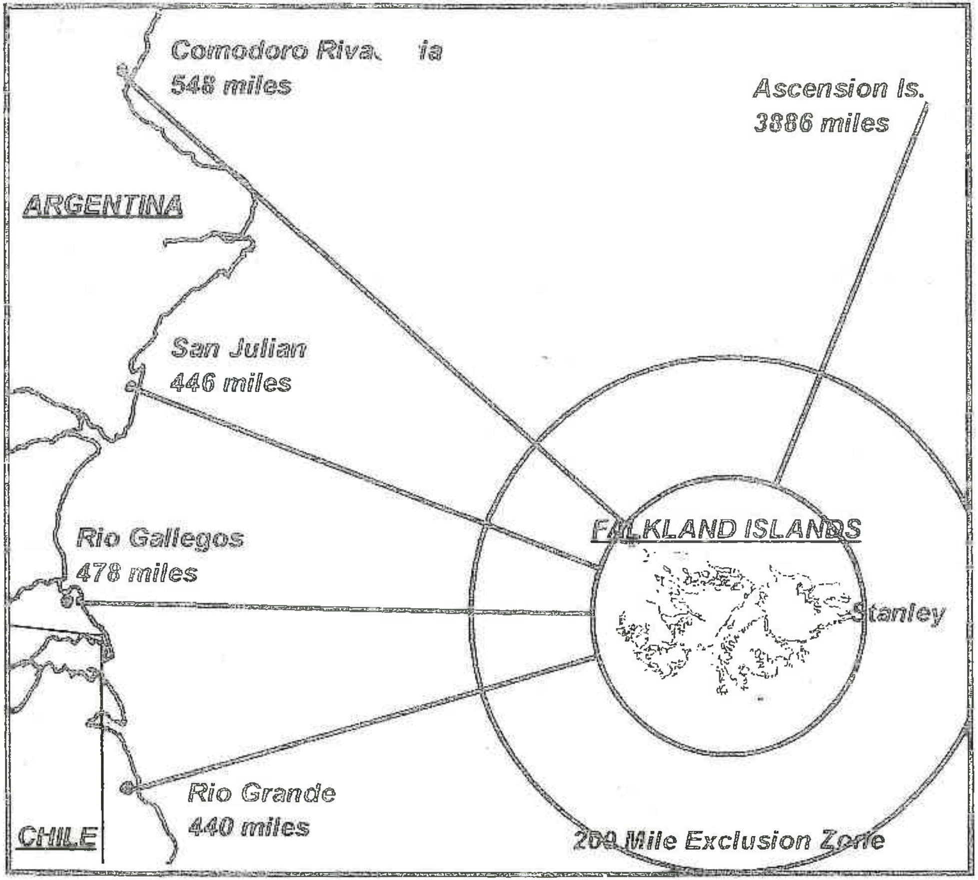
Fastest Aircraft	Mirage III
Highest operating	Sky hawk A-4
Maximum range	Etendard

Nota Bene

Blue on Blue — Damage or destruction caused by fire or action by friendly forces or allies. Also known as Own Goal.

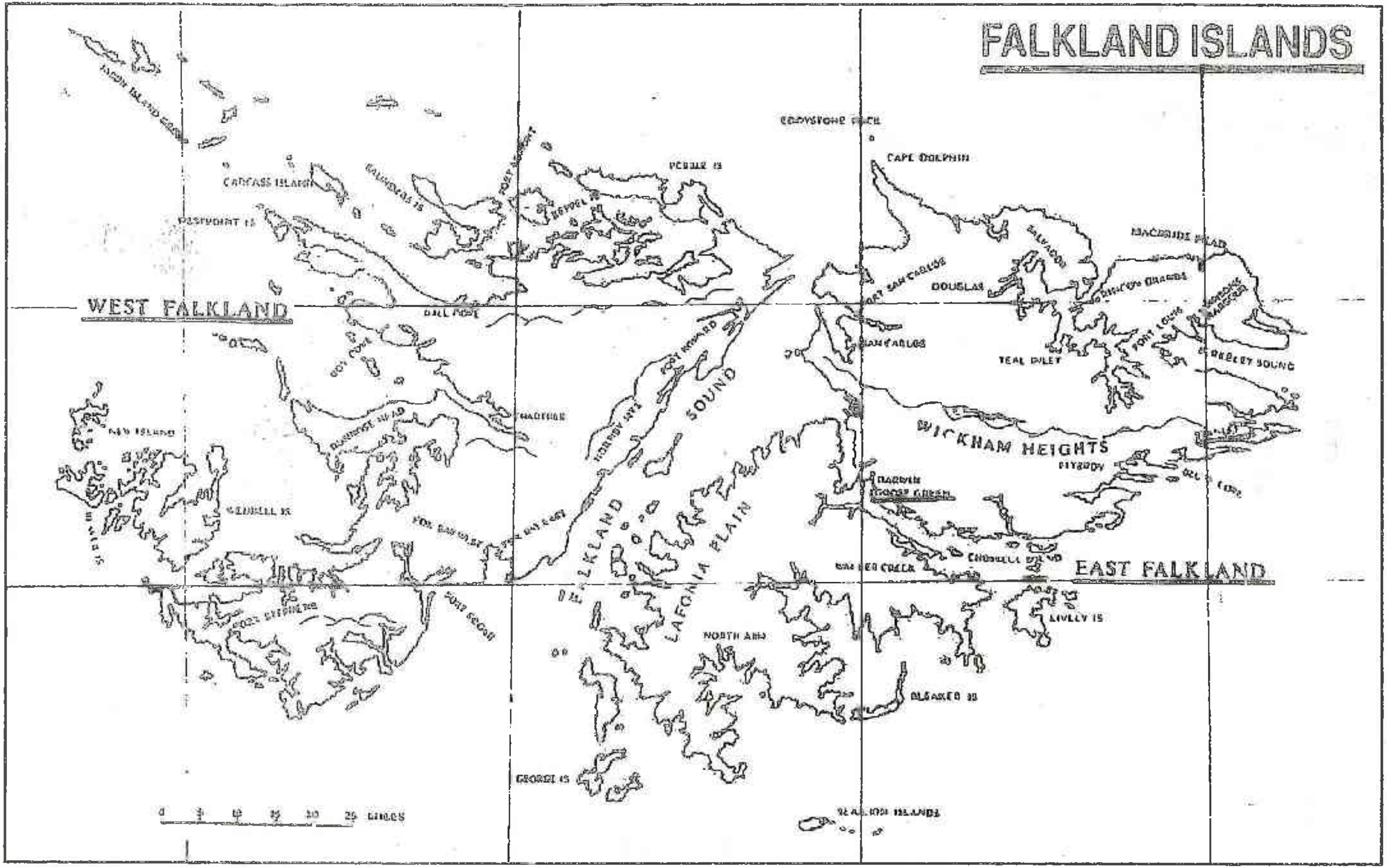
White Out — Loss of visible horizon due to thick snow conditions or snow lifting caused by down draft of helicopter rotors.

Zulu — With so many different times used by all sides during this conflict GMT or Greenwich Mean Time is quoted as a standard reference.

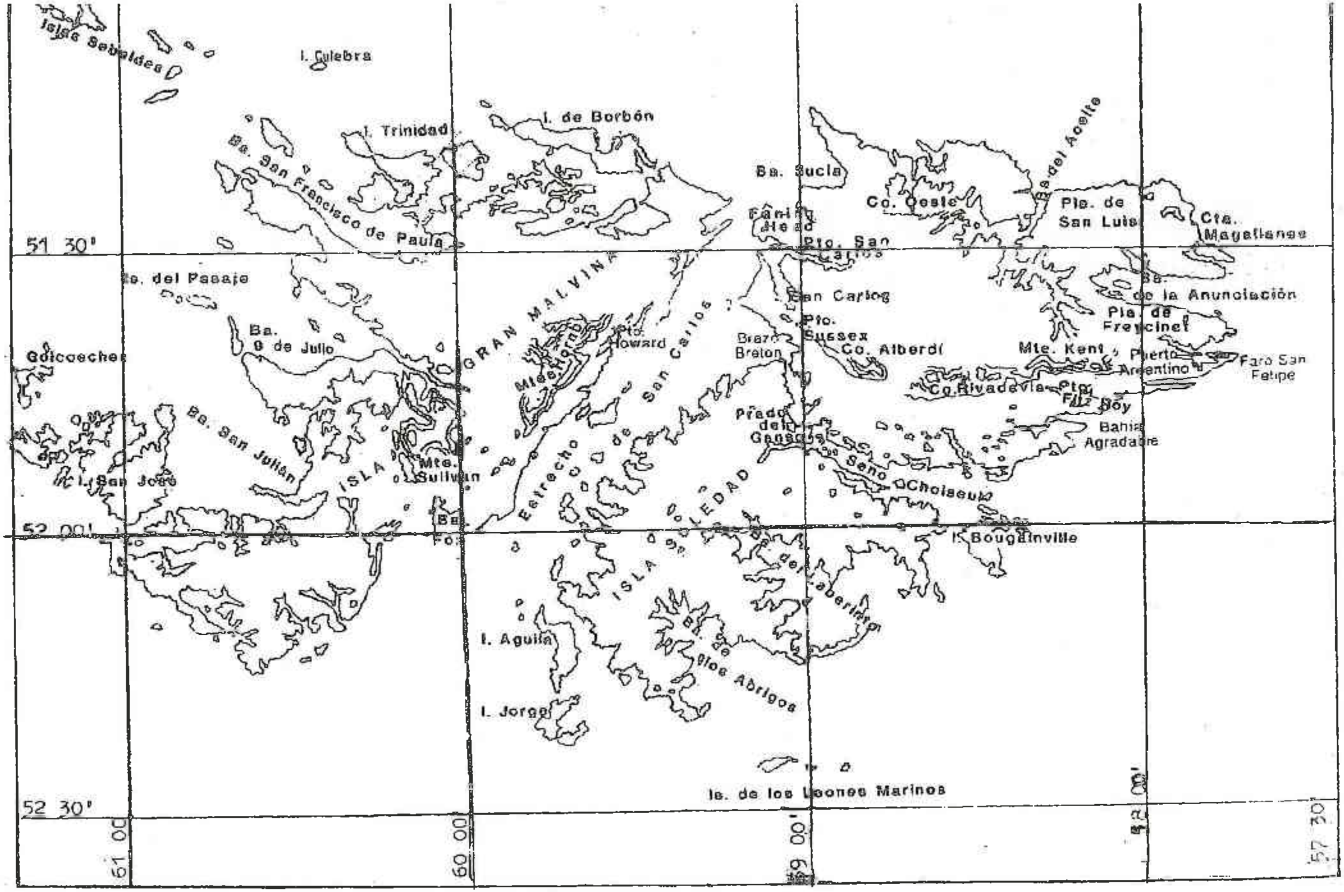


DISTANCES FROM THE FALKLAND ISLANDS TO ARGENTINA AND ASCENSION ISLAND

MAP OF THE FALKLAND ISLANDS

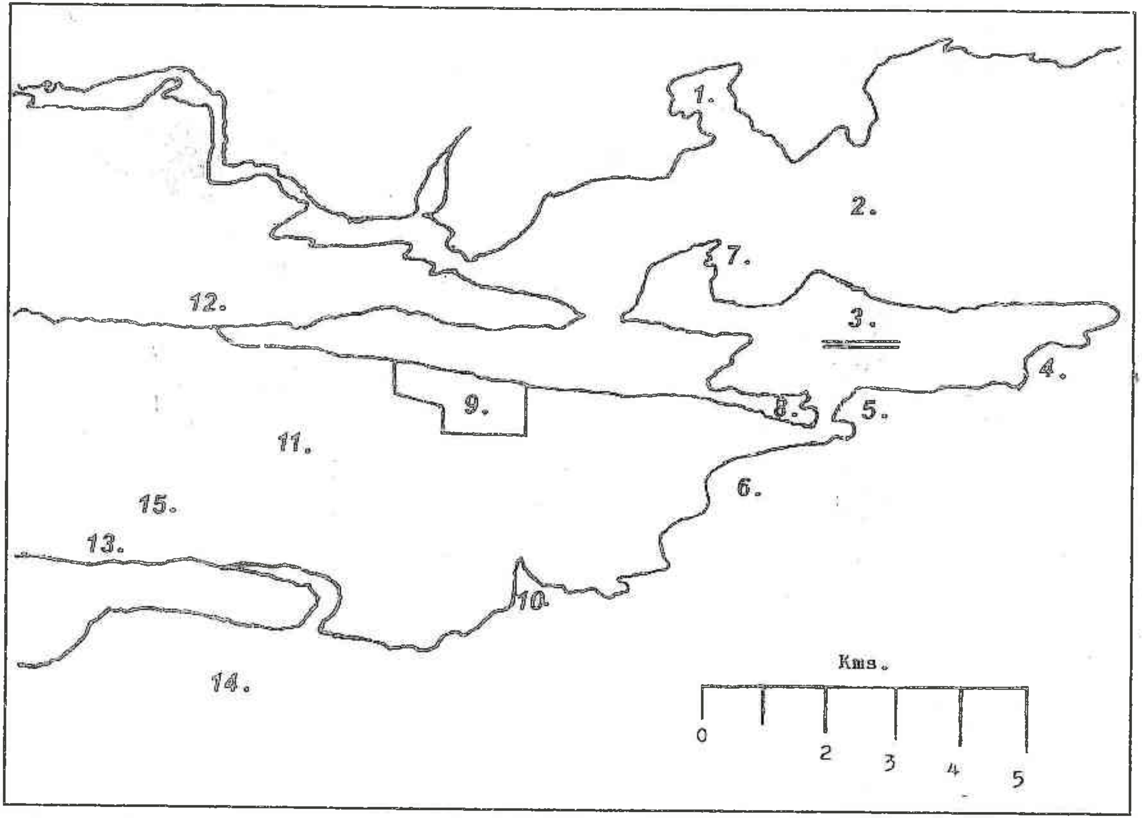


ARGENTINE MAP OF THE FALKLAND ISLANDS



5

STANLEY AND ITS ENVIRONS



1 Sparrow Cove
2 Port William
3 Stanley Airport
4 Christina Bay
5 Surf Bay
6 Rookery Bay
7 Gypsy Cove
8 Canache
9 STANLEY
10 Eliza Cove
11 Sappers Hill
12 Wireless Ridge
13 Mullet Creek Stream
14 Port Harriet
15 Mt. William

INTRODUCTION

Why keep a record of these aircraft and the men that flew in them? The 1982 conflict will remain in history for many generations to come but this is to remember the men, each and every one of them, as people - as fathers, as sons, as brothers and, if nothing else, please remember them as friends who will live forever in the minds of those who care.

Having experienced war myself, I can say to those who have been fortunate enough to miss it - everyone who goes to war is a hero, but those who come back are wiser ones.

The location of this conflict with the adverse climate, the winds that chilled, the sea that killed, were all as dangerous as any weapon fired by either side. The cold, the wet and the mud on the ground were the unseen enemy to both sides in the struggle to keep equipment working and to keep lines of supply open. If the fighting accounted for 5% of the effort, the other 95% of the effort was spent battling the elements, an equal battle on both sides.

The aircraft were only as good as the men who flew them and these men got the best out of their aircraft. The serviceability of all the aircraft and weapons was tested to the limit and so was that of the men, on the ground and in the air.

Decisions were taken, right or wrong; actions were carried out, rightly or wrongly; all I have tried to do is record the end result of those machines and the men who died with them.

We admire them all.

Fred Clark,
Hawkbit,
Fitzroy Track,
Falkland Islands.

BRITISH AIRCRAFT & HELICOPTER INCIDENTS 22.04.82 - 13.06.82

No.	Aircraft Type	Serial No.	Date	Time*	Type A, B or C**
1	Harrier FRS 1	XZ 450	04.05.82	16.12	B
2	Harrier FRS 1	XZ 452	06.05.82	12.00	A
3	Harrier FRS 1	XZ 453	06.05.82	12.00	A
4	Harrier FRS 1	XZ 456	01.06.82	17.40	B
5	Harrier GR3	XZ 963	30.05.82	15.20	B
6	Harrier GR3	XZ 972	21.05.82	12.35	B
7	Harrier GR3	XZ 988	27.05.82	16.35	B
8	Harrier GR3	XZ 989	08.06.82	15.00	A
9	Harrier FRS 1	ZA 174	29.05.82	18.49	A
10	Harrier FRS 1	ZA 192	23.05.82	22.54	A
11	Chinook HC 1	ZA 706	25.05.82	19.36	B
12	Chinook HC 1	ZA 716	25.05.82	19.36	B
13	Chinook HC 1	ZA 719	25.05.82	19.36	B
14	Sea King HAS 5	XZ 573	18.05.82	00.30	A
15	Sea King HAS 5	ZA 132	12.05.82	17.35	A
16	Sea King HC 4	ZA 290	18/19.05.82	?	B
17	Sea King HC 4	ZA 294	19.05.82	22.15	A
18	Sea King HC 4	ZA 311	23.04.82	21.13	A
19	Lynx HAS 2	XZ 242	25.05.82	17.35	B
20	Lynx HAS 2	XZ 251	21/22.05.82	?	B
21	Lynx HAS 2	XZ 700	25.05.82	20.00	B
22	Wessex HAS 3	XM 837	12.06.82	06.37	B
23	Wessex HU 5	XS 480	25.05.82	19.36	B
24	Wessex HU 5	XS 495	25.05.82	19.36	B
25	Wessex HU 5	XS 499	25.05.82	19.36	B
26	Wessex HU 5	XS 512	25.05.82	19.36	B
27	Wessex HU 5	XT 464	22.04.82	15.20	A
28	Wessex HU 5	XT 473	22.04.82	15.35	A
29	Wessex HU 5	XT 476	25.05.82	19.36	B
30	Wessex HU 5	XT 483	25.05.82	19.36	B
31	Scout AH	XT 629	28.05.82	14.55	B
32	Gazelle AH 1	XX 377	06.06.82	04.08	A/B (B on B)
33	Gazelle AH1	XX 402	21.05.82	11.46	B
34	Gazelle AH1	XX 411	21.05.82	11.41	B
35	Gazelle AH1	ZA 728	13.06.82	?	B

* *Zulu or GMT used throughout* ** *A - Accident, B - Battle, C - Captured, B on B - Blue on Blue*

BRITISH AIRCRAFT & HELICOPTER INCIDENTS 22.04.82 - 13.06.82

No.	Location	Cause	Fatalities	Unit	Aircraft Condition
1	Goose Green	AAA	1	800 Sqn	Scrapped
2	53"00'S 57"00.7'W	Weather	1	801 Sqn	In sea
3	53"00'S 57"00.7'W	Weather	1	801 Sqn	In sea
4	South of Stanley	Roland Missile	0	801 Sqn	In sea
5	30m from Hermes E of FI	Small arms fire	0	1 (F) Sqn	In sea
6	Packes Port Howard	Blow pipe miss.	0	1 (F) Sqn	Scrap
7	7 miles W/Goose Green	35mm Oerlikon	0	1 (F) Sqn	Scrap
	Port San Carlos	Engine failure	0	1 (F) Sqn	UK repair
9	51"48'S 54"29'W	Fell off ship	0	801 Sqn	In sea
10	50"35/S 56"15'W	Hit sea	1	800 Sqn	In sea
11	Atlantic Conveyor*	Exocet / fire	0	18 Sqn	In sea
12	Atlantic Conveyor*	Exocet / fire	0	18 Sqn	In sea
13	Atlantic Conveyor*	Exocet / fire	0	18 Sqn	In sea
14	80 miles NE of FI	Instrument failure	0	826 Sqn	In sea
15	E of FI / Hermes	Engine failure	0	826 Sqn	In sea
16	Agua Fresca Chile	Destroyed by crew	0	846 Sqn	Buried
17	200 mile ENE of FI	Bird strike	21	846 Sqn	In sea
18	South of Ascension Is.	Hit sea	1	846 Sqn	In sea
19	51"05'S 59"45'W	Ship hit / sank	0	815 NAS	In sea
20	51"35'S 59"13'W	Ship hit / sank	0	815 NAS	In sea
21	Atlantic Conveyor*	Exocet / fire	0	815 NAS	In sea
22	23 miles E of Stanley	Land Exocet	0	737 NAS	In sea
23	Atlantic Conveyor*	Exocet / Fire	0	848 NAS	In sea
24	Atlantic Conveyor*	Exocet / Fire	0	848 NAS	In sea
25	Atlantic Conveyor*	Exocet / Fire	0	848 NAS	In sea
	Atlantic Conveyor*	Exocet / Fire	0	848 NAS	In sea
27	Fortuna Glacia	White out / crash	0	845 NAS	Recovered
28	Fortuna Glacia	White out / crash	0	845 NAS	Recovered
29	Atlantic Conveyor*	Exocet / Fire	0	848 NAS	In sea
30	Atlantic Conveyor*	Exocet / Fire	0	848 NAS	In sea
31	SE Camilla Creek	Pucara A 537	1	3 CBAS	Recovered
32	S. Mt Pleasant Peak	Missile (Sea Dart)	4	656 Sqn	Recovered
33	The Knob, Camerons	Small arms fire	2	3 CBAS	Recovered
34	Camerons Point	Small arms fire	1	3 CBAS	Recovered
35	Estancia House	Bomb damage	0	3CBAS	Recovered

** Atlantic Conveyor was 90 miles NE of Stanley (50"37'S 56"10'W)*

INCIDENT REPORTS

Incident No. 1

Harrier FRS 1 - Serial No. XZ 450 of 800 Naval Air Squadron

16.12 hrs 4th May 1982, Goose Green

Lt. Nick Taylor R.N. was flying his Harrier from *HMS Hermes* as part of 800 Squadron's attack on Goose Green on May 4th.

At approximately 16.12 hrs, he was carrying out a Cluster bomb attack on the grass airstrip when he received multiple hits from AAA fire from the Argentine defence ring. His aircraft impacted on what is now the Golf Course and debris was scattered across the road as far as the race track.

He was buried at that site and the hole his aircraft made on its first impact is now a bunker on the 3rd hole of Goose Green Golf Course and is known as the Nick Taylor Bunker. Every sports meeting has a horse race called the Nick Taylor Memorial Race, with a trophy of a silver Harrier which was presented by Peggy and Harry Taylor, the parents of Nick.

On May 4th every year, the people of Goose Green settlement hold a memorial service at the grave and the service is well attended by both civilian and military personnel.

Incidents No. 2 and No. 3

Sea Harriers FRS 1 - Serial No. XZ 452 and XZ 453 of 801 Naval Air Squadron

12.00 hrs 6th May 1982. 53.00'S 57.00.7'W

While on combat air patrol the aircraft flown by Lt. Cdr. J.E. Eyton-Jones and that of Lt. W.A. Curtis were vectored to investigate a low level fast moving contact approaching *HMS Sheffield.* Both pilots descended to sea level in fog and low cloud to investigate.

At 12.00hrs all contact was lost with these aircraft and they were presumed to have crashed, subsequent searches found no trace of either aircraft.

Cause of crash was suspected mid-air collision due to poor visibility in fog.

Incident No. 4

Harrier FRS 1 - Serial No. XX 456 of 801 Naval Air Squadron

17.40 hrs 1st June 1982, Stanley

Flt. Lt. Ian Mortimer was flying a Sea Harrier from *HMS Invincible*, reconnoitring South of Stanley Airport, when the Argentine defences fired a Roland missile at him. Flt. Lt. Mortimer saw the missile coming up at him so climbed his aircraft steeply to out-fly the missile. He was unable to do so and was hit in the tail section. He ejected just before the break-up of his aircraft, the wreckage was scattered on Stanley Common and South of the town.

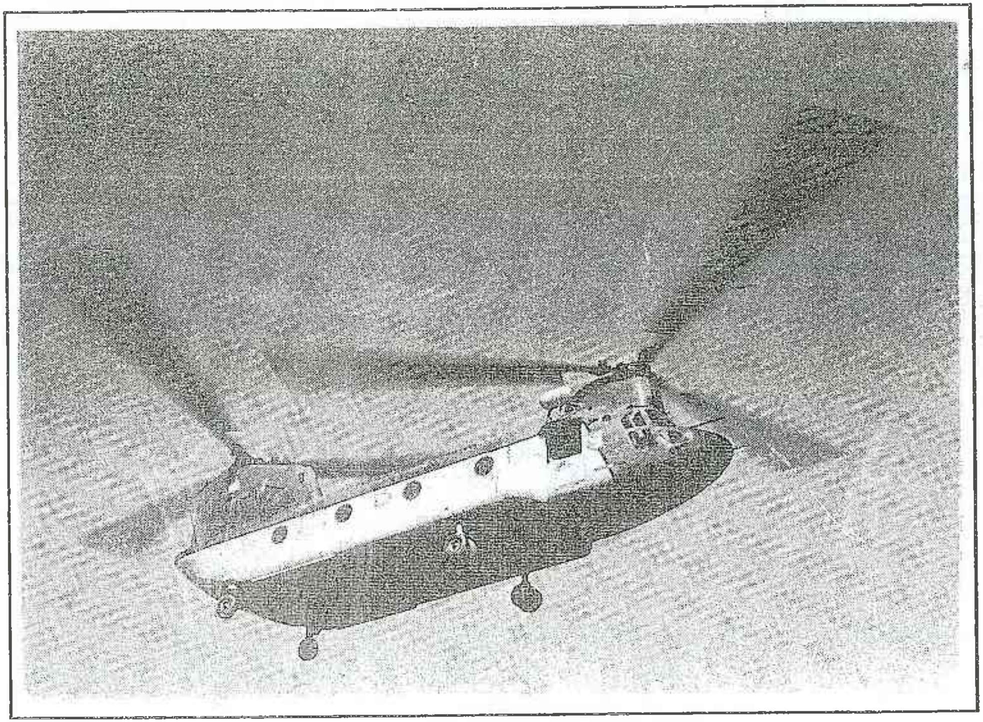
Having safely ejected, he drifed on the prevailing wind and eventually landed in the sea south of Cape Pembroke (C. San Felipe). The Argentinians mounted a helicopter search using a Chinook helicopter which was sitting beside Government House at the time. After a brief but unsuccessful search, the helicopter returned to Stanley in case he was spotted and attacked by Harriers.

Ian Mortimer spent over nine hours floating around the coast of the Falklands before he was eventually picked up by a Sea King helicopter and returned to his ship. After some rest and a medical check he returned to flying duties.

I was working in the garden on the afternoon of June 1st, it was a warmish day with very high clouds, what few there were, the sky was very clear with a little wind from the West. I saw a lone Harrier climbing high over the town away from the airport.

A little bit of gun fire started up around the airport but nothing very heavy then suddenly I saw a missile rise from the area of Hookers Point. It seemed to climb very fast and I wondered if the pilot had seen it. As it closed on the Harrier, I was screaming at the pilot to look behind him (he did not hear me), he then started to climb away. He was not quick enough and as the missile broke clear of the cloud I could see it gaining on the aircraft. Suddenly there was a flash and a piece of debris fell away from the main part of the aircraft, as the main fuselage turned left and started to dive I thought I saw an ejector seat fly free and a parachute opened.

Eye witness account,
Fred Clark.



CHINOOK H-91 CH-47C

This Chinook (serial no. H-91) photographed flying over Weddell Island in early May 1982, is thought to be the search and rescue helicopter, later based at Stanley, that was used in the search for the Harrier pilot on 1st June 1982. This aircraft was with G 7 COIN and was ferried back to the mainland on 9th June.

(Photograph by kind permission of Bob Ferguson, Manager, Weddell Island)

Incident No. 32

Gazelle AH 1 - Serial No. XX 377 of the Army Air Corps.

04.00 hrs 6th June 1982, Pleasant Peak, East Falkland

SSgt. Griffin and crewman L/Cpl. Cockton were tasked to fly Major Forge and SSgt. Baker to a forward REBRO station that had gone off the air. This REBRO station was urgently need for communications between 5 Inf. Bde. and 2 Para.

Just short of the peak on the South side, the helicopter was hit in the tail and Fenestron area by a missile. There were no reports of any Argentinians in the area and it was suspected that the missile was a Sea Dart fired from a British ship in the vicinity of Mare Harbour.

All on board the helicopter died in the crash. They were:-

SSgt. C.A. Griffin	24075845	656 Sqn. Army Air Corps.
L/Cpl. S.J. Cockton	24398986	656 Sqn. Army Air Corps.
Major M.L. Forge	468997	Royal Signals
SSgt. J.I. Baker	23834397	Royal Signals

The loss of SSgt. Griffin, L/Cpl Cockton, Major Forge and SSgt. Baker in the destruction of helicopter Gazelle XX 377 is remembered by naming four streets after them. These four streets are in the helicopter dispersal at Mount Pleasant International Airport, Falkland Islands. *(See photographs that follow)*

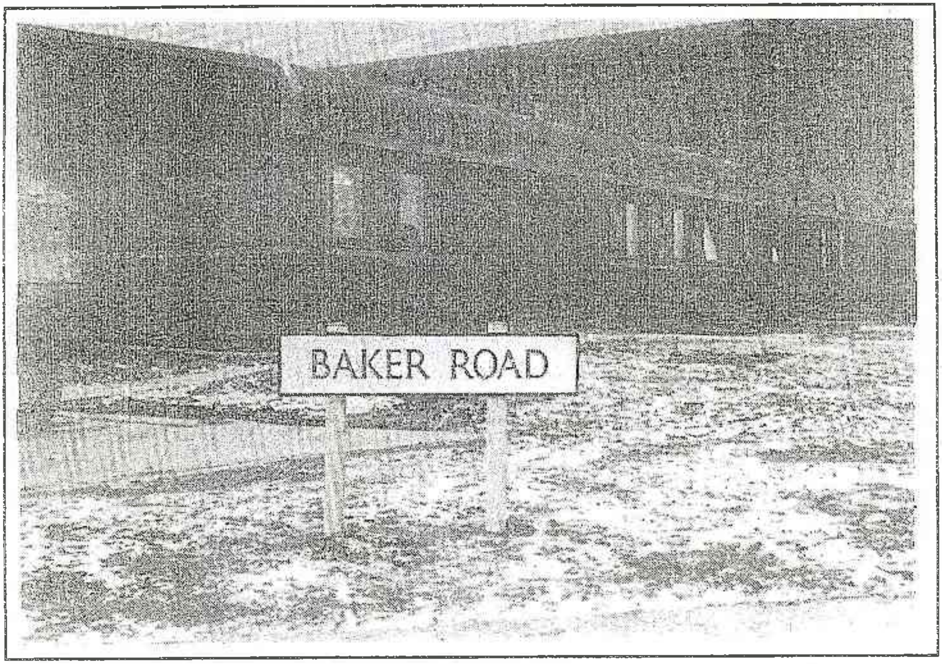
Incident No. 33

Helicopter AH 1 Gazelle - Serial No. XX 402 of CBAS C Flt.

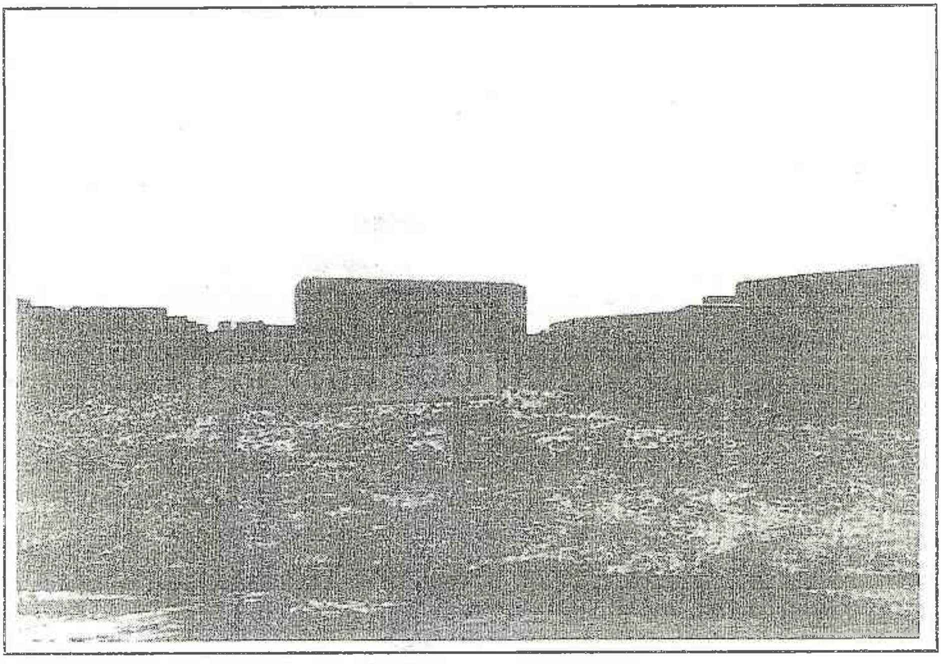
11.46 hrs 21st May 1982, San Carlos Waters.... Cameron's Point.... The Knob

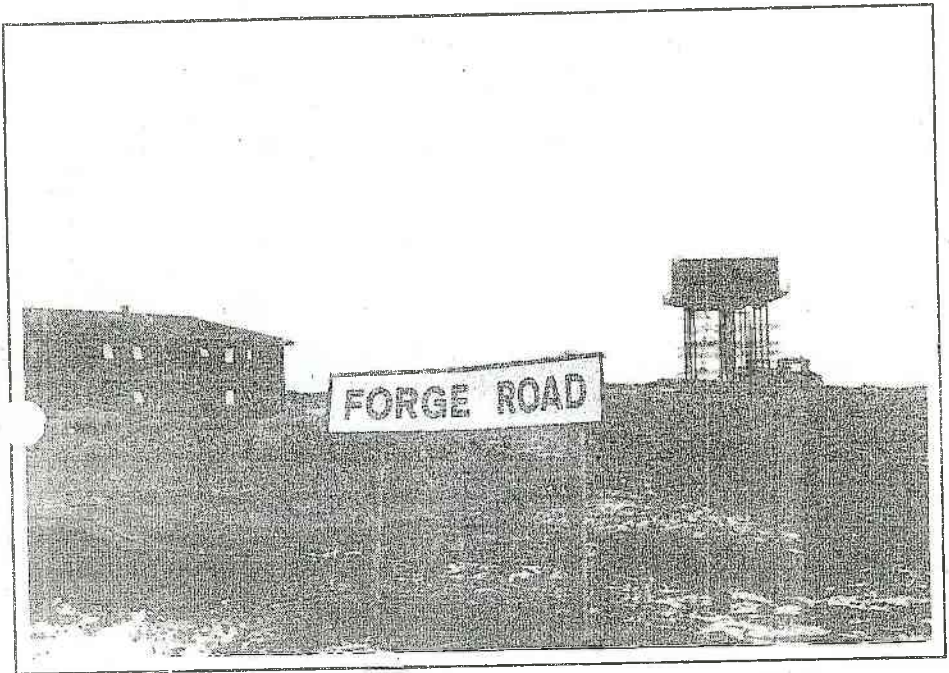
On the morning of May 21st 1982 (D-2) Lt. K.D. Francis and L/Cpl. B.P. Giffin flew a reconnaissance flight searching for Argentine presence in the area of Cameron's Point.

They were in the area of The Knob, when they came under fire. Heavy and sustained small arms and machine gun fire was directed at them by a detachment from Rgt. Inf. 25 of Br. In. 3. The helicopter crashed a short distrance from the settlement. Both Ken Francis and Brett Giffin were hit by bullets and did not survive the incident.

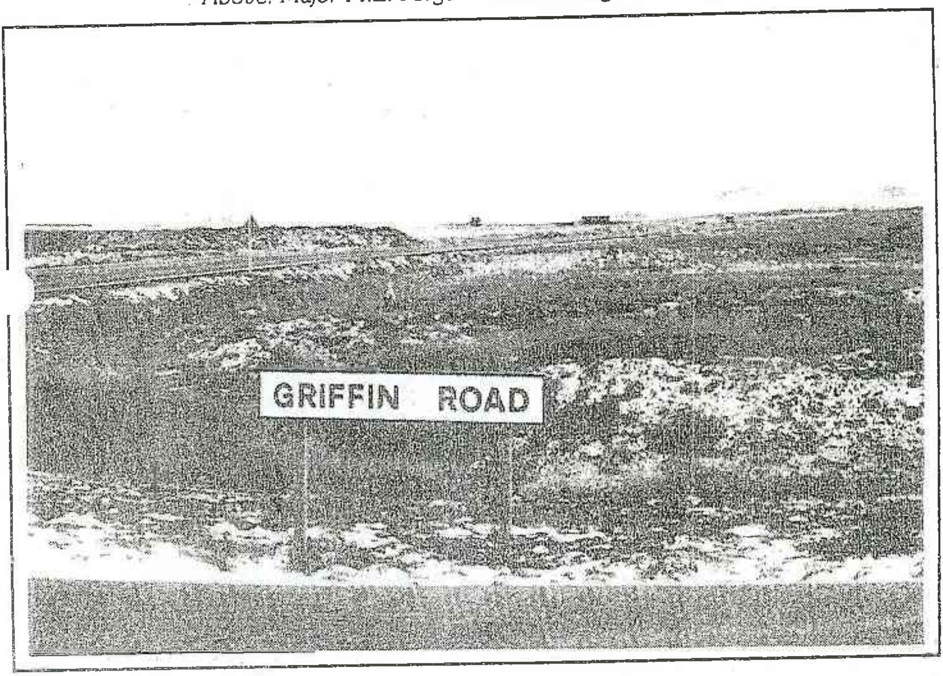


Streets in M.P.A. named in memory of those killed in Incident No. 32
Above: S/Sgt J.I. Baker   Below: L/Cpl. S.J. Cockton





Streets in M.P.A. named in memory of those killed in Incident No. 32
Above: Major M.L. Forge Below: S/Sgt C.A. Griffin



Incident No. 34

Helicopter AH 1 Gazelle - Serial No. XX 411 of 3 CBAS C Flt.

11.40 hrs Zulu 21st May 1982, San Carlos Waters... Cameron's Point

On the morning of May 21st 1982 Sgts. Andrew P. Evans and Edward R. Candlish were on a reconnaissance flight when they came under small arms and machine gun fire. Sgt. Evans banked the helicopter away from the fire but during the manoeuvre the Gazelle was hit in the tail and gearbox area. The helicopter crashed about 50 yards from the shore, sinking quickly as the flotation equipment had been removed for operational reasons.

Some of the local residents set out in a small boat to help the men in the water, while others ran down to the shore to help. An Argentine machine gun opened fire on the men in the water and then was trained round to threaten the locals on the beach. The locals were ordered back from the beach under the threat from the gun position. (They were behaving very aggressively towards the Argentinian troops that had opened fire on the men in the water).

The men in the boat picked up the two crewmen and headed for the shore as quickly as possible. Sgt. Evans was found to have been wounded. Both men were rushed up the foreshore to the "Bunkhouse" where Thora Alazia and Suzanne McCormick tended the wounded Sgt. Evans but were unable to stop the heavy bleeding and he died shortly afterwards. Sgt. Candlish was unhurt in the incident.

BRITISH SERVICEMEN KILLED IN AIRCRAFT INCIDENTS

No.	Date	Name & Initials	Rank	Number	Aircraft Type#
1	23.04	Casey K.S.	POACMN	D136093W	Sea King HC4
2	04.05	Taylor N.	Lt.	CO20574N	Harrier FRS 1
3	06.05	Curtis W.A.	Lt.	C027154R	Harrier FRS 1
4	06.05	Eyton-Jones J.E.	Lt. Cdr	C016085B	Harrier FRS 1
5	19.05	Love M.D.	Cpl.	P035079S	Sea King HC 4
6	19.05	Burns R.A.	Cpl.	24369281	Sea King HC 4
7	19.05	Lightfoot P.N.	L/Cpl.	24442111	Sea King HC 4
	19.05	McCormach D.F.	Cpl.	24195687	Sea King HC 4
9	19.05	McHugh M.V.	Cpl	24398223	Sea King HC 4
10	19.05	Sykes S.J.G.	Cpl.	24256419	Sea King HC 4
11	19.05	Jones P.	Sgt.	24184150	Sea King HC 4
12	19.05	O'Conner P.	WO11	24048957	Sea King HC 4
13	19.05	Walpole E.T.	Cpl.	24310436	Sea King HC 4
14	19.05	Newton J.	Cpl.	24380988	Sea King HC 4
15	19.05	Currass P.P.	S/Sgt.	23948859	Sea King HC 4
16	19.05	Davidson S.A.I.	S/Sgt.	24057552	Sea King HC 4
17	19.05	Gallagher L.	WO11	23860354	Sea King HC 4
18	19.05	Hatton W.C.	Sgt.	24154742	Sea King HC 4
19	19.05	Hughes W.J.	Sgt.	24076141	Sea King HC 4
20	19.05	Armstrong R.E.	Cpl.	24325221	Sea King HC 4
21	19.05	Arthy J.L.	Sgt.	24221177	Sea King HC 4
22	19.05	Atkinson M.	WO1	23960493	Sea King HC 4
23	19.05	Begley W.J.	Cpl.	24122095	Sea King HC 4
24	19.05	Bunker P.A.	Sgt	24145047	Sea King HC 4
	19.05	Hawkins G.H.	Flt. Lt.	4232387	Sea King HC 4
26	21.05	Evans A.P.	Sgt.	P025446U	Gazelle AH 1
27	22.05	Francis K.D.	Lt.	N023442U	Gazelle AH 1
28	23.05	Batt G.W.	Lt. Cdr.	C015622P	Harrier FRS 1
29	28.05	Nunn R.J.	Lt.	N023329F	Scout AH
30	06.06	Griffin C.A.	S/Sgt.	24075845	Gazelle AH 1
31	06.06	Cockton S.J.	L/Cpl.	24398986	Gazelle AH 1
32	06.06	Forge M.L.	Major	468997	Gazelle AH 1
33	06.06	Baker J.I.	S/Sgt.	23834397	Gazelle AH 1

ARGENTINIAN AIRCRAFT & HELICOPTER INCIDENTS

01.05.82 - 14.06.82

No.	Aircraft Type	Serial No.	Date	Time*	Type A, B or C**
101	Bell Helicopter 212	H 83	14.06.82	23.59	C
102	Bell Helicopter 212	H 85	14.06.82	23.59	C
103	Alouette 3	0649	02.05.82	18.58	B
104	Lynx HAS 23	0735	02.05.82	?	A
105	Puma SA 330L	PA 12	14.06.82	23.59	C
106	Puma SA 330L	AE 500	23.05.82	13.30	B
107	Puma SA 330L	AE 501	21.05.82	11.00	B
108	Puma SA 330L	AE 503	23.05.82	13.30	B
109	Puma SA 330L	AE 504	03.04.82	15.05	B
110	Puma SA 330L	AE 505	09.05.82	19.07	B
111	Puma SA 330L	AE 508	30.05.82	12.30	A/B
112	Skyhawk A-4B	C 204	08.06.82	19.47	B
113	Skyhawk A-4B	C 206	12.05.82	16.44	B
114	Skyhawk A-4B	C 208	12.05.82	16.44	B
115	Skyhawk A-4B	C 215	27.05.82	20.00	B
116	Skyhawk A-4B	C 226	08.06.82	19.45	B
117	Skyhawk A-4B	C 228	08.06.82	19.46	B
118	Skyhawk A-4B	C 242	23.05.82	16.50	B
119	Skyhawk A-4B	C 244	25.05.82	12.30	B
120	Skyhawk A-4B	C 246	12.05.82	16.44	B
121	Skyhawk A-4B	C 248	12.05.82	17.25	A/B
122	Skyhawk A-4C	C 301	30.05.82	17.35	B
123	Skyhawk A-4C	C 303	09.05.82	?	A
124	Skyhawk A-4C	C 304	25.05.82	15.44	B
125	Skyhawk A-4C	C 305	24.05.82	16.30	B
126	Skyhawk A-4C	C 309	21.05.82	16.05	B
127	Skyhawk A-4C	C 310	30.05.82	17.36	B
128	Skyhawk A-4C	C 313	09.05.82	?	A
129	Skyhawk A-4C	C 319	25.05.82	15.30	B
130	Skyhawk A-4C	C 325	21.05.82	16.05	B
131	Skyhawk A-4Q	0660	21.05.82	18.12	B
132	Skyhawk A-4Q	0665	21.05.82	18.30	B
133	Skyhawk A-4Q	0667	21.05.82	18.12	B
134	Dagger (Mirage) A	C 403	21.05.82	17.50	B
135	Dagger (Mirage) A	C 404	21.05.82	17.50	B

ARGENTINE AIRCRAFT & HELICOPTER INCIDENTS

01.05.82 - 14.06.82

No.	Location	Cause	Fatalities	Unit	Aircraft Condition
101	Stanley	E of H	0	Grp 7 de COIN	Scrap
102	Stanley	E of H	0	Grp 7 de COIN	Scrap
103	200m SW of FI	Sank on Belgrano	0	1 Esq de Heli	In sea
104	On St. Trinidad	?	0	1 Esq de Heli	In sea
105	C&W Stanley	E of H	0	Prefec. Naval	U.K.
…6	Shag Cove House	ZA 192 & 190	0	CAB 601	Burnt out
107	Mt. Kent	XZ 963 & 988	0	CAB 601	Scrap
108	Shag Cove House	ZA 191 & 192	0	CAB 601	Exploded
109	Grytviken, S.G.	Small arms fire	0	CAB 601	Scrap
110	Choiseil Sound	Sea Dart/Coventry	3	CAB 601	In sea
111	NE of Mt. Kent	Blue on Blue	6	CAB 601	Scrap
112	Rain Cove	XZ499	1	Grp 5 de Caza	In sea
113	SE of Stanley	Gun fire/Sea Wolf	1	Grp 5 de Caza	In sea
114	E of East FI	Sea Wolf/Brilliant	1	Grp 5 de Caza	In sea
115	Rocky Ridge P.H.	Gun fire/Fearless	0	Grp 5 de Caza	U.K.
116	Philomel Island	ZA 177	1	Grp 5 de Caza	In sea
117	N of Middle Is.	ZA 177	1	Grp 5 de Caza	In sea
118	San Carlos	SAM (Rapier?)	1	Grp 5 de Caza	In sea
119	Pebble Island	Sea Dart/Coventry	1	Grp 5 de Caza	In sea
120	E of Stanley	Sea Wolf/Brilliant	1	Grp 5 de Caza	In sea
121	Goats Rincon	AAA Blue on Blue	1	Grp 5 de Caza	Scrap
122	E of FI	Sea Dart/Exeter	1	Grp 4 de Caza	In sea
123	51°S 61°W	Bad visibility	1	Grp 4 de Caza	In situ.
1…	NE of Pebble Is.	Sea Dart/Coventry	1	Grp 4 de Caza	In sea
125	King George Bay	Gun fire, San Carlos	1	Grp 4 de Caza	In sea
126	Christmas Harb.	XZ 492 or XZ 496	1	Grp 4 de Caza	In sea
127	E of FI	Sea Dart/Exeter	1	Grp 4 de Caza	In sea
128	South Jason Is.	Bad visibility	1	Grp 4 de Caza	In situ
129	San Carlos	Multi-weapon fire	0	Grp 4 de Caza	In sea
130	Christmas Harb.	XZ 492 or XZ 496	1	Grp 4 de Caza	In sea
131	Falkland Sound	XZ 457	0	3 Esq de Caza	In sea
132	Falkland Sound	XZ 457	0	3 Esq de Caza	Beached Sty
133	Falkland Sound	XZ 500	1	3 Esq de Caza	Exploded
134	Green Hill Bdge	ZA 190	0	Grp 6 de Caza	Scrap
135	Green Hill Bdge	ZA 192	0	Grp 6 de Caza	Scrap

136	Dagger (Mirage) A	C 407	21.05.82	17.55	B
137	Dagger (Mirage) A	C 409	21.05.82	17.35	B
138	Dagger (Mirage) A	C 410	24.05.82	15.00	B
139	Dagger (Mirage) A	C 419	24.05.82	14.15	B
140	Dagger (Mirage) A	C 428	21.05.82	13.30	B
141	Dagger (Mirage) A	C 430	24.05.82	14.15	B
142	Dagger (Mirage) A	C 433	01.05.82	19.41	B
143	Dagger (Mirage) A	C 436	29.05.82	15.00	B
144	Dagger (Mirage) A	C 437	23.05.82	19.00	B
145	Mirage 3EA	1-015	01.05.82	19.10	B
146	Mirage 3EA	1-019	01.05.82	19.15	B
147	Mentor 15T-34 C	401 (0719)	15.05.82	07.40	B
148	Mentor 15T-34 C	408 (0726)	15.05.82	07.40	B
149	Mentor 15T-34 C	411 (0729)	15.05.82	07.40	B
150	Mentor 15T-34 C	412 (0730)	15.05.82	07.40	B
151	Pucara 1A-58	A 502	15.05.82.	07.40	B
152	Pucara 1A-58	A 506	01.05.82	11.25	A/B
153	Pucara 1A-58	A 509	14.06.82	23.59	C
154	Pucara 1A-58	A 511	21.05.82	15.10	B
155	Pucara 1A-58	A 513	14.06.82	23.59	C
156	Pucara 1A-58	A 514	14.06.82	23.59	C
157	Pucara 1A-58	A 515	14.06.82	23.59	C
158	Pucara 1A-58	A 516	14.06.82	23.59	C
159	Pucara 1A-58	A 517	01.05.82	11.25	B
160	Pucara 1A-58	A 520	15.05.82	07.40	B
161	Pucara 1A-58	A 522	14.06.82	23.59	C
162	Pucara 1A-58	A 523	15.05.82	07.40	B
163	Pucara 1A-58	A 527	01.05.82	11.52	B
164	Pucara 1A-58	A 528	14.06.82	23.59	C
165	Pucara 1A-58	A 529	15.05.82	07.40	B
166	Pucara 1A-58	A 531	21.05.82	13.00	B
167	Pucara 1A-58	A 532	14.06.82	23.59	C
168	Pucara 1A-58	A 533	14.06.82	23.59	C
169	Pucara 1A-58	A 536	14.06.82	23.59	C
170	Pucara 1A-58	A 537	28.05.82	15.00	B
171	Pucara 1A-58	A 540	24.05.82	?	A
172	Pucara 1A-58	A 549	14.06.82	23.59	C
173	Pucara 1A-58	A 552	15.05.82	07.40	B
174	Pucara 1A-58	A 555	28.05.82	20.09	B
175	Pucara 1A-58	A 556	15.05.82	07.40	B

136	S. of Mt. Caroline	ZA 175	0	Grp 6 de Caza	Scrap
137	Teal River	XZ 455	0	Grp 6 de Caza	In situ
138	1st Mt. Pebble	ZA 193	1	Grp 6 de Caza	In situ
139	Pebble Island	XZ 457	0	Grp 6 de Caza	In sea
140	San Carlos	SeaWolf/Broadsword	1	Grp 6 de Caza	In sea
141	Pebble Island	XZ 457	0	Grp 6 de Caza	In sea
142	Lively Island	XZ 455	1	Grp 6 de Caza	In sea
143	San Carlos	Rapier/small arms	1	Grp 6 de Caza	In sea
144	Pebble Island	ZA 194	1	Grp 6 de Caza	In situ
145	NW Passage	XZ 452	0	Grp 8 de Caza	In sea
146	Pebble Island	XZ 453/AA B on B	1	Grp 8 de Caza	Scrap
`7	Pebble Island	D Sqdn S.A.S.	0	4 Escu de Ataque	Buried
148	Pebble Island	D Sqdn S.A.S.	0	4 Escu de Ataque	In sea
149	Pebble Island	D Sqdn S.A.S.	0	4 Escu de Ataque	U.K.
150	Pebble Island	D Sqdn S.A.S.	0	4 Escu de Ataque	Scrap
151	Pebble Island	D Sqdn S.A.S.	0	Grp 3 de Ataque	Scrap
152	Goose Green	Bad take off	0	Grp 3 de Ataque	Scrap
153	Stanley Airport	Strafed E of H	0	Grp 3 de Ataque	Scrap
154	Drone Hill	Cannon XZ 451	0	Grp 3 de Ataque	Scrap
155	Stanley Airport	E of H	0	Grp 3 de Ataque	Onion Rge
156	Stanley Airport	E of H	0	Grp 3 de Ataque	Scrap
157	Stanley Airport	E of H	0	Grp 3 de Ataque	UK Flying
158	Stanley Airport	E of H	0	Grp 3 de Ataque	Scrap
159	Goose Green	Strafed	0	Grp 3 de Ataque	Sold UK
160	Pebble Island	D Sqdn S.A.S.	0	Grp 3 de Ataque	Scrap
161	Stanley Airport	E of H	0	Grp 3 de Ataque	UK 8768M
162	Pebble Island	D Sqdn S.A.S.	0	Grp 3 de Ataque	Scrap
163	Goose Green	Harrier/Cluster bomb	1	Grp 3 de Ataque	Scrap
164	Sty Airport	Strafed E of H	0	Grp 3 de Ataque	UK 8769M
5	Pebble Island	D Sqdn S.A.S.	0	Grp 3 de Ataque	FI Museum
166	Flat Shanty	Stinger/22 S.A.S.	0	Grp 3 de Ataque	In situ
167	Stanley Airport	E of H	0	Grp 3 de Ataque	Scrap
168	Stanley Airport	E of H	0	Grp 3 de Ataque	UK ZD 486
169	Stanley Airport	E of H	0	Grp 3 de Ataque	Scrap
170	Blue Mountain	Small arms fire	1	Grp 3 de Ataque	In situ
171	Comodoro Riverdavia	Unknown	1	Grp 3 de Ataque	In sea
172	Stanley Airport	E of H	0	Grp 3 de Ataque	UK ZD 487
173	Pebble Island	D Sqdn S.A.S.	0	Grp 3 de Ataque	Scrap
174	Peters Park	Blow Pipe	0	Grp 3 de Ataque	Scrap
175	Pebble Island	D Sqdn S.A.S.	0	Grp 3 de Ataque	Scrap

176	Canberra B 62	B 108	14.05.82	01.55	B
177	Canberra B 62	B 110	01.05.82	21.47	B
178	Hercules C 130 E	TC 63	01.06.82	13.46	B
179	Lear Jet 35A	T 24	07.06.82	12.03	B
180	Skyvan 3M	PA 50	15.05.82	07.40	B
181	Skyvan 3M	PA 54	3/4.05.82	?	B
182	Iroquois UH-1H	AE 406	14.06.82	23.59	C
183	Iroquois UH-1H	AE 409	14.06.82	23.59	C
184	Iroquois UH-1H	AE 410	14.06.82	23.59	C
185	Iroquois UH-1H	AE 412	14.06.82	23.59	C
186	Iroquois UH-1H	AE 413	14.06.82	23.59	C
187	Iroquois UH-1H	AE 417	14.06.82	23.59	C
188	Iroquois UH-1H	AE 418	14.06.82	23.59	C
189	Iroquois UH-1H	AE 422	14.06.82	23.59	C
190	Iroquois UH-1H	AE 424	14.06.82	23.59	C
191	Chinook CH-47C	AE 520	14.06.82	23.59	C
192	Chinook CH-47C	AE 521	21.05.82	11.00	B
193	Hirundo A 109 A	AE 331	14.06.82	23.59	C
194	Hirundo A 109 A	AE 334	14.06.82	23.59	C
195	Hirundo A 109 A	AE 337	23.05.82	13.30	B
196	Aermacchis MB339A	0761	14.06.82	23.59	C
197	Aermacchis MB339A	0763	14.06.82	23.59	C
198	Aermacchis MB339A	0764	03.05.82	19.00	A
199	Aermacchis MB339A	0765	28.05.82	20.00	B
200	Aermacchis MB339A	0767	14.06.82	23.59	C

Incident No. 105

Puma SA 330L - Serial No. PA 12

Puma SA 330L was captured at the end of hostilities outside Cable & Wireless offices on Ross Road in Stanley. During its short operational role in the Falklands one of its jobs was to transport many prominent Falkland Islanders to West Falkland, where they were held in isolation as a deterrent to stop any possible insurrection by the population.

After the conflict it was shipped to the United Kingdom where it has been in storage. It is planned to use this helicopter in a front line squadron in the RAF. This is one of the few occasions that both sides operated the same type of aircraft and captured spoils of war could be returned to active service.

176	Mt. Kent	Sea Dart/Exeter	1	Grp 2 de Bomb	Fitzroy/Sea
177	150m NNW Sty	XZ 451	2	Grp 2 de Bomb	In sea
178	N of Pebble Is.	Cannon XZ 451	7	Grp 1 de Trans.	In sea
179	Pebble Island	Sea Dart/Exeter	5	Grp 1 de Aerofoto	Buried
180	Pebble Island	D Sqdn S.A.S.	0	Pre. Naval	Scrap
181	Stanley Racecourse	E of H	0	Pre. Naval	Scrap
182	Stanley Racecourse	E of H	0	CAB 601	UK
183	Stanleyy Sportsfield	E of H	0	CAB 601	UK
184	Stanley Racecourse	E of H	0	CAB 601	UK sold
185	Stanley Racecourse	E of H	0	CAB 601	Scrap
186	Stanley Sportsfield	E of H	0	CAB 601	UK
7	Stanley Racecourse	E of H	0	CAB 601	Scrap
188	Stanley Racecourse	E of H	0	CAB 601	Scrap
189	Stanley Racecourse	E of H	0	CAB 601	UK
190	Stanley Racecourse	E of H	0	CAB 601	FI Museum
191	Behind Gov. House	E of H	0	CAB 601	UK
192	Mt. Kent	Cannon XZ 963	0	CAB 601	Burnt out
193	Stanley Racecourse	E of H	0	CAB 601	UK ZE 411
194	Stanley Racecourse	E of H	0	CAB 601	UK ZE 410
195	Shag Cove House	Cannon ZA 192/191	0	CAB 601	In situ
196	Stanley Airport	E of H	0	1 E de A	UK
197	Stanley Airport	E of H	0	1 E de A	Scrap
198	Stanley Airport	Crashed bad vis.	1	CAB 601	In situ
199	Goose Green	Blowpipe Mrn Strange	1	1 E de A	In situ
200	Stanley Airport	E of H	0	CAB 601	Scrap

Incident No. 191

Helicopter Chinook CH-47 C - Serial No. AE 520

Chinook CH-47 is also a captured helictopter that was shipped to the U.K. and is being used only in part to restore a damaged British helicopter.

AE 520 was new in 1977 was delivered to Argentina in 1979. It was in regular service, but the flying hours per year were very few and, at the time of its capture, had only flown about 300 hours (almost new). A RAF helicopter had crashed in Oman and required serious rear end repairs. The use of the rear part of AE 520 saved time and money for the Forces and is now a new complete and operational helicopter.

ARGENTINE LOSSES 02.04.82 - 14.06.82

Conrado Etchebarne Bullrich in Falklands or Malvinas gives the following figures:

700 Argentinians killed and more than 1000 wounded.

The British captured 12978 Argentinians at the end of hostilities.

Aircraft losses were:	31 Skyhawks
	26 Mirages
	23 Pucaras
	1 Canberra
	1 C130
	18 Helicopters

A total of 100 aircraft from all branches of the Argentine forces.

In *Falklands: The Air War* by Burden, Draper Rough, Smith and Wilton the break down of the Argentine losses were:

11 Dagger A	2 Mirage 3 EA	19 Skyhawks
2 Canberra B 62	1 C 130	25 Pucaras
1 Learjet 35A	3 Skyhawk A-4Q	5 MB-399A
4 Mentor T-34C	1 Alouette 3	2 Bell 212
1 Lynx HAS 23	2 Skyvan	7 Puma SA 330 L
3 Hirundo A-109A	2 Chinook CH-47 C	9 Iroquois

A total of 100 aircraft.

INCIDENT REPORTS

Incident No. 123 & 128

Skyhawks A4-C - Serial No. C 303 & C 313 of Grp 4 de Caza

?? hrs 9th May 1982, South Jason Island, West Falkland

On May 9th Primeros Tenientes J.E. Casco and J.R. Farias flew towards the Falkland in close formation, during their descent through low cloud they both crashed on to South Jason Island.

Jorge Ricardo Farias flew Skyhawk A-4C, serial number C 303 and Jorge Edwardo Casco flew serial number C 313. Neither pilot survived and the remains of their aircraft remain on this uninhabited island. Neither pilots ejected.

Both aircraft are presumed to still be fully armed and a full armament is still intact due to the difficulty of getting on to this island (December 2000).

Incident No. 110

Puma Sud Aviation 330 L Puma - Serial No. AE 505 of CAB 601/A Compania

19.07 hrs 9th May 1982, Choiseul Sound... Lively Island

While carrying out a sea search for the missing trawler *Narwhal* on May 9th, the aircraft came within range of *HMS Coventry*. Two Sea Dart missiles were launched at maximum range, one was a direct hit on the helicopter in the area of the gearbox.

The pilot, Roberto Fiorito, his engineer Juan Bushchiazzo and crewman Raul Dimotta were all killed when the helicopter crashed into the sea and sank.

The *Narwhal* at this time had been attacked by two Harriers and was later captured by the SBS.

Incident No. 146

Mirage 3 EA - Serial No. 1-019 of Grp 8 de Caza

19.30 hrs 1st May 1982, Stanley Common, East Falkland

Capitane Garcia Cuerva was flying his Mirage 3 EA in the vicinity of Pebble Island (Isl de Borbon) when he was hit with a AIM-9L missile. Capitane Cuerva was vectored in to attack two Harriers by Stanley control. In the brief encounter, Lt. Thomas in Harrier XZ 453 fired an AIM-9L missile at the Mirage as it departed through cloud cover. The missile is thought to have exploded close to the Mirage and caused severe damage to the controls and fuel tanks.

Capitane Cuerva stayed with his aircraft and managed to gain enough control to head for Port Stanley (Puerto Argentino) where he sought the safety of his countrymen. Unfortunately, his aircraft was not identified correctly and the Stanley defence opened fire with its AAA and shot the aircraft down, killing the pilot.

I saw a Mirage flying low down from Stanley Airport, it stayed low as it went West up Stanley Harbour before turning South, then East behind the houses in the town. His flight was very erratic with smoke and vapour trailing behind him. At this time, the aircraft came under heavy fire from the AAA positions and from small arms fire from every direction. I saw the fuselage take several hits as it passed close to me. He got lower and lower and I could hear the erratic sounds from his engine, which suddenly stopped and the aircraft went down just behind the town. A heavy silence fell over Stanley, the pilot did not eject.

An Argentinian Major close to me insisted that the aircraft was a British Harrier, that we had .st watched and was so keen to prove his point he invited me to got with him to the crash site. I was only too pleased to accept the offer and off we went out onto the Common together. We were met by an Argentinian airman before we reached the crash site, who told us to go away as there was nothing to see. I could see from where I stood the tail of an aircraft with the Argentine flag clearly visible.

As I returned to town with the Major he was very upset and agreed with me that it was a Mirage from his Air Force and he had recognised the silhouette on the tail fin.

Eye witness account
Fred Clark.

Incident No. 170

Pucara 1A-58 - Serial No. A537 of Grp 3 de Ataque

15.00 hrs 28th May 1982

Primo Teniente Miguel Angel Gimenez flew from Stanley to Goose Green to carry out ground attacks on 2 Para during the battle on the 28th. He came across two Scout helicopters in the area of Darwin and immediately carried out an attack with his guns. He scored many hits on Scout XT 629, killing the pilot, Sgt. Nunn, and wounding his crewman, Sgt. Belcher, in the destruction of the helicopter. Teniente Gimeneze came under fire from a ground launched v-pipe missile which he managed to evade, but in doing so was hit repeatedly by small arms fire. He left the scene, flying into a cloud and headed for Stanley. For unknown reasons he failed to gain height and crashed into Blue Mountain and died instantly.

Primo Teniente M.A. Gimenez was found still in his aircraft in 1986 and was buried at the Argentinian cemetery outside of Darwin with full military honours.

Incident No. 179

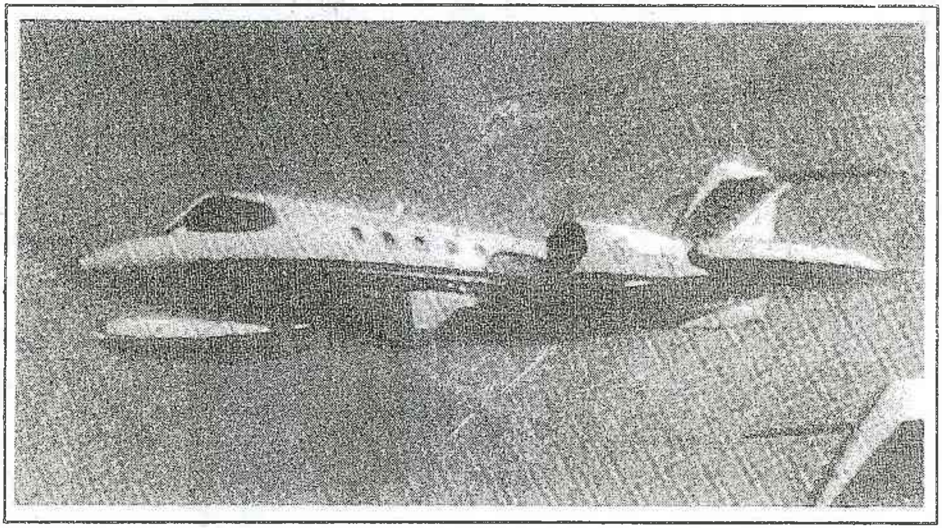
Learjet 35A - Serial No. T-24 of Grp 1 de Aerofotografico

12.03 hrs 7th June 1982, Pebble Island, West Falkland

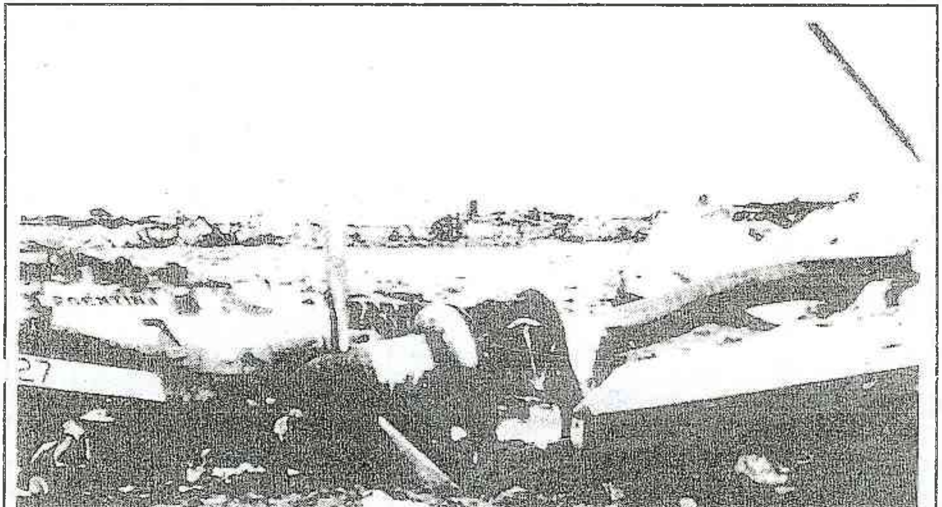
A Sea Dart missile fired from *HMS Exeter* at extreme range caught Learjet T-24 in the tail area and destroyed the flight controls without damage to the pressurised hull. the aircraft remained intact while it spiralled earthwards with the crew of five still alive. The aircraft finally crashed c ebble Island alongside of the airstrip, killing the crew of five. They were:-

Vicecomodoro R. de la Colina
Mayor J.J. Falconier
Capitan M.R. Lutufo
Suboficial Auxiliar G. Marizza
Suboficial Ayudante F. Luna

The bodies of Vicecomodoro de la Colina, Suboficial G. Marizza and Suboficial F. Luna are buried at the Argentine cemetery at Darwin, while the bodies of Mayor J.J. Falconier and Capitan M.R. Lutufo remain buried with the wreckage of the Learjet which is now a war grave with a memorial on the site to the men that died for their country.



Lear Jet 35 A - Serial No. T24
Involved in incident 179



Pucara 1A-58 - Serial No. A527
Damaged at Goose Green by Harrier-dropped Cluster bomb

Argentinian Servicemen killed in aircraft incidents

(In order of rank)

Incident	Name	Date of Death	Aircraft
	Comodoro		
179	Manuel de la Colina	07.06.82	LR 35
178	Hugo Cesar Meisner	01.06.82	C-130
	Vicecomodoro		
179	Juan Jose Ramon Falconier	07.06.82	LR 35
	Majores		
119	Hugo Angel del Valle Palaver	25.05.82	A4-B
124	Jorge Osvaldo Garcia	25.05.82	A4-C
176	Fernando Juan Casado	13.06.82	Mk 62
178	Ruben Hector Martel	01.06.82	C-130
146	Gustavo Argentino Garcia Cuerva	01.05.82	M-111
178	Carlos Eduardo Krause	01.06.82	C-130
179	Marcelo Pedro Lotufo	07.06.82	LR 35
	Capitanes		
177	Mario Hipolito Gonzales	01.05.82	Mk 62
120	Manuel Oscar Bustos	12.05.82	A4-B
111	Jose Daniel Vazquez	30.05.82	A4-C
130	Daniel Fernando Manzotti	21.05.82	A4-C
118	Lucaino Guadagnini	23.05.82	A4-B
127	Omar Jesus Castillo	30.05.82	A4-C
142	Jose Leonidas Ardiles	01.05.82	M.V.
112	Danilo Jose Bolzan	08.05.82	A4-B
1	Fausto Gavazzi	12.05.82	A4-B
	Primeros Tenientes		
143	Juan Domingo Bernhardt	29.05.82	M.V.
140	Pedro Ignacio Bean	21.05.82	M.V.
144	Hector Ricardo Valponi	23.05.82	M.V.
163	Daniel Antonio Jukic (Junkic)	01.05.82	1A 58
113	Mario Hector Nivoli	12.05.82	A4-B
170	Miguel Angel Gimenez	28.05.82	1A 58
128	Jorge Eduardo Casco	09.05.82	A4-C
114	Jorge Ruben Ibarlucea	12.05.82	A4-B
177	Eduardo Jorge R de Ibanez	01.05.82	Mk 62

125	Jorge Alberto Bono	24.05.82	A4-C
116	Juan Jose Arraras	08.06.82	A4-B
126	Nestor Edgardo Lopez	21.05.82	A4-C
138	Carlos Julio Castillo	24.05.82	M.V.
123	Jorge Ricardo Farias	09.05.82	A4-C
	<u>Tenientes</u>		
121	Alfredo Jorge A Vasquez	07.06.82	1A 58
171	Mario Luis Valko	24.05.82	1A 58
	<u>Suboficial Major</u>		
78	Julio Jesus Lastra	01.06.82	C-130
	<u>Suboficial Prinipales</u>		
178	Manuel Alberto Albelos	01.06.82	C-130
179	Francisco Tomas Luna	07.06.82	LR 35
	<u>Suboficial Ayudante</u>		
179	Guido Antonio Marizza	07.06.82	LR 35
	<u>Suboficial Auxiliares</u>		
178	Miguel Angel Cardone	01.06.82	C-130
178	Carlos Domingo Cantezano	01.06.82	C-130
	<u>Tenientes de Frigata</u>		
198	Carlos Benitez	03.05.82	MB 339A
199	Daniel Miguel	28.05.82	MB 339A
133	Marcelo Marquez	21.05.82	A-4Q
	<u>Primeros Tenientes</u>		
10	Roberto Fiorito	09.05.82	Puma
110	Juan Buschchiazzo	09.05.82	Puma
	<u>NCO</u>		
110	Raul Dimotta	09.05.82	Puma
	<u>Ca FE 601 GN</u>		
	Compania de Fuerzae Especial 601 de Gendarmerie National.		
111	6 Names not known	30.05.82	Puma



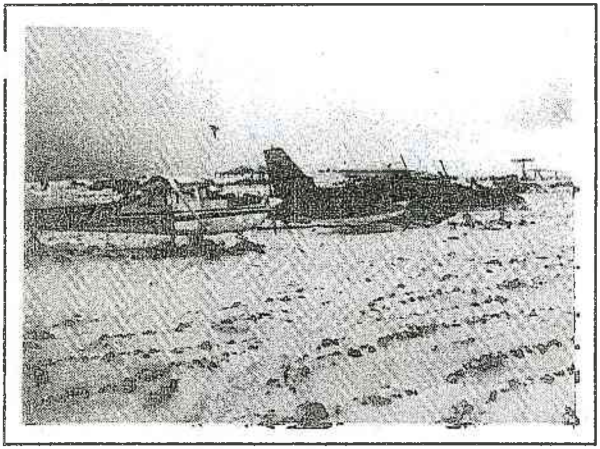
Pucara 1A-58 - Serial No. A514. Stanley Airport at the end of hostilities

<u>**Civilian Aircraft Lost During Conflict**</u>

All aircraft were at Stanley.

BN-2A Islander	Owned by Falkland Islands Government Air Service	
	Call sign VP-FAY	01.05.82
DHC - 2 Beaver	Owned by Falkland Islands Government Air Service	
	Call sign VP-FAT & VP-FAV	11.06.82
<u>Cessna 172M/172P</u>	<u>Owned by</u>	
VP-FAR	R.M. Pitaluga	01.05.82
VP-FAS	Chartres Farm (Bill Luxton)	01.05.82
VP-FBA	Rex M. Hunt, Governor of the Falkland Islands	01.05.82

The Governor Rex Hunt, an ex-Spitfire pilot, had just taken delivery of VP-FBA and had about one hour flying time at the controls when the aircraft was destroyed. A very expensive hours flying.



Left:
VP-FAR Cessna 172M, owner R.A.M. Pitaluga. Scrapped.
Right:
Aermacchis MB 339A, Serial No. 0767/4-A-116.

Pictured at the end of hostilities at Stanley Airport

(Photo: Tony Summers)

THOUGHTS

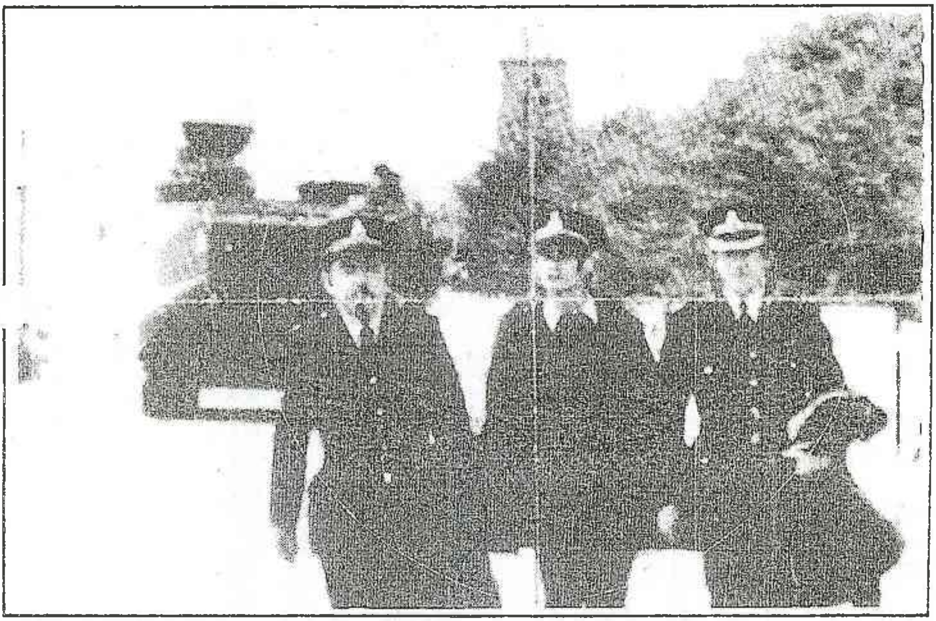
"There is nothing more exhilerating than to be shot at without result."
Churchill

"No weapon system is infallible, but the 'Sea Wolf' the British relied on in the South Atlantic was dangerously flawed."
Fred Clark

"If the Argentinians had paid full price for their bombs, they would have got the instruction book and had greater effect with them."

"Only the dead have seen the end of war"
Plato

When the smoke of battle clears and the dust of war settles, only then can we attempt to count the cost. The answer is always the same, it cost too much for so little. The remedy is always YOU. This work is to record the names and deeds of a few who gave their lives on both sides. Do not forget them...



The author in police uniform and accompanied by Jem Bayliss and Terry Peck captured by Argentine Forces, 2 April 1982.

INSTRUMENT OF SURRENDER

Headquarters, Land Forces
Falkland Islands

INSTRUMENT OF SURRENDER

I, the undersigned, Commander of all the Argentine land, sea and air forces in the Falkland Islands ~~unconditionally~~ surrender to Major General J. J. MOORE CB OBE MC* as representative of Her Brittanic Majesty's Government.

Under the terms of this surrender all Argentinian personnel in the Falkland Islands are to muster at assembly points which will be nominated by General Moore and hand over their arms, ammunition, and all other weapons and warlike equipment as directed by General Moore or appropriate British officers acting on his behalf.

Following the surrender all personnel of the Argentinian Forces will be treated with honour in accordance with the conditions set out in the Geneva Convention of 1949. They will obey any directions concerning movement and in connection with accommodation.

This surrender is to be effective from 2359 hours ZULU on 14 June (2059 hours local) and includes those Argentine Forces presently deployed in and around Port Stanley, those others on East Falkland, ~~and~~ West Falkland and all the outlying islands.

.... Commander Argentine Forces

.... J. J. MOORE
Major General

.... Witness

2359 hours 14 June 1982

GLOSSARY

AAA	Anti Aircraft Artillery	
AIM-9B /G/L	Sidewinder missile	
ARA	Argentine Navy	Armada Republica Argentina
Armada	Navy	
A.	Accident	
BA	Air Brigarde	Brigada Aerea
BAC	British Aircraft Corporation	
BAe	British Aerospace	
	Battle damaged	
CAB601	Battalon de Aviacion de Combate 601	
CANA	Naval Aviation Command	Comando Aviacion Naval
CAP	Combat Air Patrol	
Capt.	Captain	
COIN	Counter Insurgency	
Cpl.	Corporal	
CPOACMN	Chief Petty Officer Aircrewman	
CSgt.	Colour Sergeant	
C.	Captured	
Esq.	Flight	Escuadrilla/Squadron
Exocet	Missile AM 39 & MM 38	
FAA	Argentine Airforce	Fuerza Aerea Argentina
FEEE601GN a FE601GN)	National Gendarmerie	Formacion de Empleos Especiales Esc 601
F.I.	Falkland Islands	
FIGAS	Falkland Islands Government Air Service	
Flt.	Flight Lieutenant	
F/Sgt.	Flight Sergeant	
KIA	Killed in action	
Lt.	Lieutenant	
Lt. Cdr.	Lieutenant Commander	
Lt. Col.	Lieutenant Colonel	

Mne	Marine	
MoD	Ministry of Defence	
NCO	Non-Commissioned Officer	
RA	Royal Artillery	
RAF	Royal Air Force	
Regt.	Regiment	
Rg Inf	Infantry Regiment	Regimentaria de Infanteria
RM	Royal Marines	
RN	Royal Navy	
SAM	Surface to Air Missiles	
SAS	Special Air Service	
SBS	Special Boat Service	
Sgt.	Sergeant	
Sidewinder	AIM-9 Air to Air Missile	
Sqdn	Squadron	
SSgt.	Staff Sergeant	
WO2	Warrent Officer Class II	
Z	Zulu (Greenwich Mean Time, used throughout)	

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